RAILWAY INTELLIGENCE.

Railway to Lincoln.—It seems now almost certain that we shall have a railway to Lincoln; the only thing that can prevent it is the squabble between the rival engineers, Messrs. Rendell and Walker, and surely the public will have sense and spirit enough to prevent these gentlemen from injuring them. Both gentlemen have numerous powerful friends. Mr. Walker is, we understand, supported by Earl Winchilsea, Earl Ripon, Mr. Christopher, Mr. Chaplin, and others in this neighbourhood; Mr. Rendell is said to have the support of the Duke of Rutland, Marquis of Exeter, Earls Fitzwilliam and Yarborough, Lord Worsley and others. Both gentlemen are sanguine of the success of the scheme. Mr. Rendell proposes to commence near Cambridge, where the railway is to connect itself with London, through the medium of the Northern and Eastern Railway, and passing northward in connection with the towns of Cambridge, Huntingdon, Peterborough, Stamford, Market Deeping, Spalding, Bourn, Sleaford, Lincoln, Gainsborough, Doncaster, and Thorne, terminate in Yorkshire, at the place most convenient to unite with the several railways formed there. —*Boston Herald, Feb.* 20.

Oldham and Saddleworth Railway.—Many of the principal inhabitants of Oldham, Lees, and Saddleworth have commenced proceedings to obtain an extension of the Oldham branch railway, to Greenacre's Moor, Lees, and Saddleworth. It is understood that the Manchester and Leeds Railway Company are giving every encouragement to the undertaking, and it is probable an Act of Parliament will be procured as early as possible to form that part of the line from Greenacre's Moor to Saddlesworth. The remainder of the line, from the present Oldham station to Greenacre's Moor, is to be constructed in a few months. When the Bury and Middleton Railway is finished, there will be a direct railway communication from the westerly to the easterly parts of Lancashire, as well as to Saddleworth and Ashton-under-Lyne. — *Preston Chronicle, March* 2.

Caledonian Railway and Lancaster Canal Company.—We understand that one of the good effects to arise from the arrangement between the provisional directors of the intended Caledonian Railway and the Lancaster Canal Company, will be to save nearly all the expense of a new viaduct bridge over the Lune. The respective levels of the canal and railway are such, that by arching over the canal, on the present aqueduct, the two lines of rails may be laid upon those arches, leaving sufficient space for the passage of boats on the canal underneath, as usual. By adopting this plan, also, the large claim for compensation made by the owners of the Skerton fishery is completely avoided.

The Projected Railway from Lincoln to Gainsborough.—Every preparation is being made for commencing this important project. Mr. Stephenson, the eminent engineer, is engaged to superintend the work, if the projectors succeed (as there is no doubt they will) in obtaining an Act of Parliament. As a feeder to the Hull Railway, and eventually part of a direct line from London *via* Cambridge, Peterborough, and Lincoln to Hull and to York, such a line must be highly advantageous to this neighbourhood.

York—Cambridge Railway.—A great sensation is created in the railway-market on account of the almost certainty of this railway being established. It will give a much easier communication with the North, and will be of infinite service to the fine agricultural country through which it will pass. It will render the Blisworth and Peterborough line of very little service to the London and Birmingham Company, either as a protective line or as a source of profit.

Birmingham and Derby Railway.—At the Birmingham and Derby Railway meeting, Colonel Blane announced his intention of opposing in Parliament the Midland Railways Amalgamation Bill, unless better terms were granted to the Derby Company. The meeting was not remarkable for much else than the declaration of an increased dividend.

A line of railway is projected from Paris to Strasburg.

The Lancaster and Carlisle Railway Bill was read a second time in the House of Commons on Tuesday week, and ordered to be committed. The committee to whom it is referred, are Mr. Greene, Mr. Wilson Patten, Col. Lowther, and the Hon. C. W. J. Howard.

London and Birmingham Railway.—The present marketable value of the London and Birmingham Railway is 9,693,750*l.*

Railway reformers talk a great deal of the comparatively low rate of fares in England and in Belgium, in utter forgetfulness that the whole system of railway management in the two countries is entirely different; had we waited in England until the Belgium system was adopted by the state, we should have been as backward as France or Ireland are now in railway speculation, and there is just as much difference in the English and Belgian prices of every commodity as there is in their respective rates of railway fares.

Law Intelligence.

REMOVAL OF PARTY-WALL.

VICE-CHANCELLOR'S COURT, MARCH 2.

(*Before Sir L. Shadwell.*)

DIDALE *v.* DAWSON.—This suit has arisen out of a dispute between the proprietors of two rival hotels (the Privateer and the Rum Puncheon) in West-street, Gravesend, with regard to the right to pull down and rebuild a certain foundation wall situate between the sites of the two houses, adjoining each other, and which has already been the subject of cross-actions at law now pending. It appeared that a foundation wall raised to a level with the ground-floor, and extending about 20 feet from the front line towards the back of the two houses, formed more or less the basis of support to each house on the side of contact. The plaintiff who was the proprietor of the Privateer, alleged that this foundation wall was formed of two parallel walls, one of fourteen and the other of nine inches thick; that a partition wall was raised between the two houses which rested partly upon each foundation wall, and that as the joists of the ground flooring of each house rested entirely on the fourteen-inch foundation wall, to the full extent of its width, the defendant had no right to remove any portion of it, and, therefore, the bill was filed originally to prevent him from doing so; but as the defendant had since pulled down the whole of the partition wall, and the nine-inch foundation wall, and some portion of the fourteen-inch wall, an injunction was now asked to restrain him from building on the foundation wall of fourteen inches or on the site of it, which the plaintiff wholly claimed. The defendant insisted that the fourteen-inch wall was an ancient foundation wall common to both houses; that the Privateer rested upon it in an irregular slanting direction; and that what was termed a partition wall by the plaintiff was the west wall of the Rum Puncheon, and rested on the remaining average of seven inches, and had no other foundation than the old fourteen-inch foundation wall, the nine-inch wall being a mere buttress wall, which belonged entirely to the defendant. The question was, whether an injunction should issue to restrain the building up of the wall till the actions at law had been decided?

Mr. Bethell with Mr. Shapter moved for the injunction, and Mr. Cooper and Mr. Cooke appeared for the defendant.

The Vice-Chancellor observed upon the difficulty of forming any opinion upon the conflicting evidence before him, and, as the matter was already pending before a common law tribunal, he thought it better to grant no injunction, but let the motion stand over, with liberty to the parties to proceed with the actions at law, the defendant undertaking not to rebuild the wall otherwise than by reinstating the wall he had taken down as it originally stood.

MASTERS AND SERVANTS.—A bill has just been introduced into the House of Commons for enlarging the powers of Justices in determining complaints between masters, servants, and artificers, and for the more effectual recovery of wages before Justices. It chiefly extends the provisions of the acts 20 George II., c. 19; 31 George II., c. 2; 6 George III., c. 25; and 4 George IV., c. 34. The bill is under the care of Mr. W. Miles, Mr. Robert Palmer, and Mr. H. Gally Knight.

PATENTS RELATING TO ARCHITECTURE, ENGINEERING, &c.

Granted between 27th January and 24th of February, 1844.

[SIX MONTHS FOR ENROLMENT.]

Robert Johnstone, of Baker-street, Middlesex, gent., for improvements in the construction of lamps for the combustion of naphtha, turpentine, and other resinous oils. Jan. 27.

Henry Vernon Physick, of Bath, civil engineer, for certain improvements applicable to machinery for driving piles. Jan. 30.

Ezra Washington Burrows, of Swinton-street, St. Pancras, civil engineer, for certain improvements in the construction of engines for producing and communicating motive power by the elastic force of steam, or by manual or animal labour. Jan. 30.

George Miller Clark, of Albany-street, Regent's-park, tallow-chandler, for improvements in night-lights, and in apparatus used therewith. Jan. 30.

William Lucas Sargent, of Birmingham, for improvements in the manufacture of barrels for fire-arms—being partly a communication. Jan. 30.

Baptiste Buret, of Leicester-square, merchant, and Francois Marius David, of the same place, manufacturers of gas apparatus, for improvements in the manufacture of gas. Jan. 30.

William Fletcher, of Moreton-house, Buckingham, clerk, for certain improvements in the construction of locks and latches applicable for doors and other purposes. Jan. 30.

James Silcock, of Birmingham, engineer, for certain improvements in planes. Jan. 31.

Robert Hudgson, of Princes-street, Clapham-road, Surrey, engineer, for improvements in propelling vessels, and in the machinery for working the same. Feb. 2.

Thomas Southall, of Kidderminster, druggist, and Charles Crudgington, of the same place, banker, for improvements in the manufacture of iron and steel. Feb. 8.

James Johnston, of Willow-park, Greenock, Esq., for improvements in steam-boilers. Feb. 8.

George Straker, of Newcastle-upon-Tyne, ship-owner, for a certain improvement, or certain improvements in ships' windlasses. Feb. 8.

Edwin Sheppard, of Manchester, foreman in the works of Messrs. G. C. Paulling and Co., contractors and builders, for certain improvements in machinery or apparatus for planing, sawing, and cutting wood and other substances. Feb. 8.

William Edward Newton, of Chancery-lane, civil-engineer, for a new or improved system or apparatus for obtaining and applying motive power for propelling on railways or water, and for raising heavy bodies, applicable also to various other purposes where power is required. —(Being a communication). Feb. 8.

Joseph Gibson, jun., of Birmingham, japanner, for improvements in ornamenting glass. Feb. 10.

Henry Hawes Fox, of Northwoods, Gloucester, doctor of medicine, for an improved mode of constructing fire-proof floors, ceilings, and roofs. Feb. 10.

William Edward Newton, of Chancery-lane, civil-engineer, for an improvement or improvements in furnaces. (Being a communication.) Feb. 12.

Job Haines, of Tipton, Stafford, coal-master, and Richard Haines, of the same place, coal-master, for an improved method or methods of making or manufacturing links for the construction of flat chains, used for mining and other purposes. Feb. 13.

Bennet Woodcroft, of Manchester, consulting-engineer, for improvements in propelling vessels. Feb. 13.

Elijah Galloway, of Union-place, City-road, civil-engineer, for certain combinations of materials to be used as a substitute for canvas, and other surfaces employed as grounds for painting, and some of which combinations are applicable to other purposes. Feb. 14.

Samuel Dobree, of Putney, Surrey, Esq., for certain improvements in the manufacture of fuel. (Being a communication.) Feb. 17.

John Lionel Hood, of Old Broad-street, gentleman, for an improved composition, or

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